

## Kiers, Roger

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**From:** Chris Moore <cmoore@preservewa.org>  
**Sent:** Friday, August 29, 2014 4:07 PM  
**To:** Kiers, Roger  
**Subject:** RE: SR 162 Puyallup River (McMillin) Bridge Project - Governor's Executive Order 05-05 consultation

Roger,

Thanks to WSDOT and DAHP for the opportunity to continue to provide input as the SR 162 Puyallup River (McMillin) Bridge Project continues. The Washington Trust for Historic Preservation echoes the comments submitted by Robert Krier submitted on August 21, 2014, especially those related to public access. Specifically, we would appreciate WSDOT responses to the following:

- Is an annual maintenance plan in place (or being developed) that would maintain the cosmetic appearance of the McMillin Bridge in a manner inviting for public use once vehicular traffic is re-routed to the new bridge?
- Are any repairs (cosmetic or other) proposed for the McMillin Bridge once vehicular traffic is re-routed to the new bridge in anticipation of the McMillin Bridge being opened for public access?
- Please provide more detail regarding the levee access on either side of the bridge. What is the purpose of levee access? It is recreational in nature? Will public access be available on both sides, or just the south side?
- What signage will be provided at the site and how will WSDOT ensure the signage is appropriate given the historic nature of the McMillin Bridge?
- Will bicycles and/or other non-motorized vehicles be allowed on the McMillin Bridge? If so, will specific bike lines be demarcated?
- Will recreational activities such as fishing be allowed from the bridge?

Given the diverse interests in the bridge from historic, cultural and recreational perspectives, we encourage WSDOT to take the initiative in developing a long-term use plan for the McMillin Bridge with specific proposals for its preservation, maintenance, management, and potential for future partnerships. Such a document, whether in the form of a Memorandum of Agreement or some other agreed upon format, should come out of the 05-05 process and include input from all interested stakeholders.

Thank you for the opportunity to comment.

Best,  
Chris

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**From:** Kiers, Roger [mailto:KiersRo@wsdot.wa.gov]  
**Sent:** Monday, August 18, 2014 2:25 PM

**To:** Matthew Sterner; Rex Meyer; Stew Gloyd; Nathan Holth; Henry Matthews; Kitty Henderson; Bob Peters; Chris Moore; Robert HADLOW; David Hansen; Sean Gaffney; Jeffrey Chusid; cwillia; Todd Matthews; Caroline Swope; cts; Robert Krier; 'eugewoo@earthlink.net' (eugewoo@earthlink.net); BTurner@savingplaces.org; emerritt@savingplaces.org; 'msairportchick@hotmail.com' (msairportchick@hotmail.com)  
**Cc:** Sawyer, Jeff; Williams, Scott; Holstine, Craig  
**Subject:** SR 162 Puyallup River (McMillin) Bridge Project - Governor's Executive Order 05-05 consultation

Dear all,

I last notified you on April 24 when it was determined that the SR 162 Puyallup River Bridge Project no longer needed a permit from the US Army Corps of Engineers and was therefore no longer subject to Section 106 of the National Historic Preservation Act. Since that time, we have been in consultation with the Washington Department of Archaeology & Historic Preservation (DAHP) under Governor's Executive Order 05-05. DAHP has requested that we continue to consult with those of you who may have a concern regarding the ultimate disposition of the McMillin Bridge. The current project plans are described below, and in the attached sheets, for your review and comment.

The Corps permit is no longer needed due in part to WSDOT's decision to remove demolition of the existing McMillin Bridge from the project. Other than leaving the existing bridge in place and closing it to vehicular traffic, the SR 162 Puyallup River Bridge Replacement Project remains largely unchanged. The project will construct a new bridge on a new alignment downstream of the existing bridge. Project changes related to leaving the bridge in place include the following items. The asphalt roadway will be removed from each end of the existing bridge and bollards will be installed on both ends to prevent vehicles from entering the bridge. In addition, levee access will be provided to the existing levee on both sides of the river, as shown on the enclosed levee access plan. On the north side, a Pierce County gate will be installed in front of an existing paved area that is currently being blocked with ecology blocks, to allow access to the north bank levee along an existing pathway. Due to the higher elevation of the new roadway, embankment will be added to the access near S. Fork Rd. until the access route matches into existing grade.

On the south side of the river, vehicles will have the ability to access the levee along the route shown on the enclosed plan, but an actual road will not be built for this purpose. The pavement will simply be removed in this area and then seeded with grasses.

We invite your comments and questions on the currently proposed project. Thank you for your continued interest.

Regards,

Roger Kiers

Cultural Resources Specialist - Archaeologist

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Work schedule: M-Th 7:30-5:00, Fri 7:30-4:00 (off biweekly)